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**SUPPLEMENT TO  
REPORT NO.**

1. The shortage of flanges for locomotives of Eastern Zone railroads has become so desperate that the SMA consented to return a dismantled rolling mill which has been producing railroad flanges. The mill was dismantled in 1946 and shipped to Russia, where, apparently, it was never assembled or put into operation. The rolling mill is to be assembled on the premises of one of the former plants of the Mitteldeutsche Stahlwerke in Gröditz near Riesa and is scheduled to be ready for operation by May 1949.
2. The admissible minimum thickness of railway wheel flanges is considered to be 25 mm., although an agreement between the Central European railway administrations prescribed that no wheel flanges under 35 mm. thickness be used. Before the war, wheel flanges of the German railroads had a thickness of 50 mm.
3. In May 1948, in view of the acute shortage of flanges, the Central Procurement Office of the railway authorized the use of wheel flanges of 25 mm. thickness for slow-moving freight trains.
4. A letter of the German Economic Commission, Central Administration for Transportation, dated 9 February 1949, and addressed to all railroad repair shops, requests that only flanges under 25 mm. thickness be used for freight cars without air brakes, because of the difficulty of replacing worn-out flanges. The repair shops were further instructed to observe in future the following flange measurements:

a. for freight trains

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CENTRAL INTELLIGENCE AGENCY

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- 2 -

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	Thickness of Flanges
On leaving	Operational
repair shops	minimum

b. for passenger cars &  
S-Bahn cars

25 - 30 mm.

22 mm.

The repair shops, however, were cautioned that the safe operation of trains might be endangered through the use of worn-out flanges and they were instructed to report immediately any signs of dangerous deterioration.

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